

Intimation.

Powell's

HAVE JUST
OPENED THE
FIRST
CONSIGNMENT
OF

Ladies'

AUTUMN

and

WINTER

COATS,

SKIRTS,

COSTUMES,

ULSTERS

ALSO

A good variety of

CHILDREN'S

COATS.

The cut of these Gar-
ments is Superb and the
newest colorings only
are displayed.

SHOW ROOMS

AND

FITTING ROOM

ALEXANDRA

BUILDINGS.

Hongkong, 6th October, 1909.

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 6th October, 1909. [705]

THE SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL

FIRST FLOOR OF NO. 25 DES VŒUX ROAD CENTRAL
(opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY:

From 11 A.M. to 5 P.M.
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.

Embroideries, Silk, Oil and Water Colour Paintings.

Curtains and Perumes.

Screens, Pictures and Photo Frames.

Preserves and Canned Goods.

Writing Inks and Paper, &c.
Hongkong, 25th September, 1909. [675]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.45 p.m. ... Every 15 minutes
2.45 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m., every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.00 p.m. ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 9.15 p.m., 11.10 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's OFFICE, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [67]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.

Advances made on Merchandise.
Loans made on the Provident System.

(Rates and Particulars on application).
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertakes and Executes.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1908. [67]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 39, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary, and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,
25th May, 1891.

ORDERS—promptly attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th August, 1909. [67]

YUEN HING,

No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS

in all kinds of hand-made
DRAWN and EMBROIDERED CHINESE
LINE GRASS CLOTH, FEWTER
WARE, &c.,
all of the best quality.
Hongkong, 5th August, 1909. [67]

THE RHINOCEROS AND HIS WAYS.

AN INTERESTING NATURE STUDY.

The writer of "Studies in the Zoological Gardens in the Times" has the following to say on the rhinoceros:—

"It is difficult to think of rhinoceroses and hippopotami apart. Fix your mind on the hippopotamus, and the ugly horn of a rhinoceros comes inevitably into view; consider a rhinoceros and the other squelches in, with dark weeds streaming from its cavernous mouth. It is doubtless this constant association of the two that is responsible for the common belief that the rhinoceros is almost an amphibious animal, a thing necessarily of the swamps and river banks. A writer on natural history, who has devoted his life largely to exposing the errors of others, speaks of the African rhinoceros as spending its time in 'some secluded swamp,' with no other companion but water-fowl, or among the 'squalid brakes of the Nile'; and he tells how the Romans dragged it out from its 'Nubian fens' to delight the crowds in the amphitheatre. As a matter of fact, neither species of African rhinoceros, the black or the white, frequents damp country, and the former at least is said to be generally out of health in wet seasons. The dry, barren wastes of British East Africa,' says Mr. Neumann, 'seem to suit it best, and the open said plains of Masailand and Laikipia.' It is true that the rhinoceros likes to drink once in twenty-four hours or so (and sometimes it visits water at dawn as well as in the evening), wherefore it prefers to stay within, at most, a dozen miles of a lake or river; and many a thirsty traveller in Africa has welcomed a meeting with a rhinoceros, knowing it to be a sure sign that water was not many miles away, or has been led to a stream by following the great brute's path through the scrub."

"The most extraordinary incident in connection with rhinoceroses of which we have any record is doubtless the story of that full-grown black rhinoceros cow which 'went down to drink at the River, near its junction with the Tana, in British East Africa, and was seized and pulled under water by a crocodile. The struggle was witnessed by Mr. Max Fleischmann, who was able to get photographs of it in its various phases, when, together with a detailed account of the fight embodied in a letter from Mr. Fleischmann, are given in Mr. Selous's 'African Nature Notes and Reminiscences.' But for the fact that the thing was seen, and for the evidence of these photographs, no one probably would have believed that a crocodile or any number of crocodiles could compass the death of a full-grown rhinoceros; but the latter having been seized by a hind leg when in shallow water, was unable to get a good fair pull on its antagonist, and was gradually dragged out into the stream until beyond its depth. And anything more horrible than the picture of the huge brute, when once it had disappeared beneath the blood-stained water, being torn to pieces, even as it drowned (for it is believed that before the end other crocodiles had been attracted by the struggle and they were probably swarming about it), it is not easy to conceive."

"All the three species of Asiatic rhinoceroses haunt chiefly riverside swamps or a similarly wet neighbourhood; but the African rhinoceros black or white, is no amphibian. It loves, indeed, to wallow in a mud-hole, as it delights to roll in the dust, wherefore it commonly has no inconsiderable quantity of the soil of the neighbourhood clinging to its already sufficiently velvety person. There has been some discussion as to how the great bluntnosed rhinoceros (next to the elephant the largest land-mammal living) came by its name of 'white,' given to it originally by the Boers, seeing that the 'black' species is often the lighter of the two; but it has been pointed out that when covered with dust and standing in the full African sun it may well have looked truly white; and so disguised may the creatures be with dust or mud that 'in one district they appear almost white and in another red or nearly black as the case may be' in harmony with the surrounding soil."

"The Zoological Gardens (London) at present contain four rhinoceroses, and they are accounted among the worst tempered and most dangerous beasts in Regent's Park. The young Indian rhinoceros from Nepal, presented by H. R. H. the Prince of Wales, the 'Keeper' can in a measure overawe and keep at bay with a broom but no one takes liberties with the larger Indian specimens presented by H. H. the Maharajah of Cochin Behar or with the female black rhinoceros from East Africa. Nor is the even more uncommon hairy-eared rhinoceros (also from India and best considered as only a variety of the Sumatran species) any more sweet-tempered. This animal, the public is informed by the label on its cage, was 'received in exchange,' an announcement which has prompted Mr. Emanuel to remark that he does not know for what it was exchanged, but he considers that 'the society got done over the deal.' In the rhinoceros, indeed, we see almost the *reductio ad absurdum* of nature's principle of 'sacrificing beauty to utility; and this particular creature is so frankly and universally unprepossessing that it seems ungenerous to science to call attention to so trivial, if distinctive, a detail as that it has hairy ears."

"Of the temper of the rhinoceros when at large accounts are curiously contradictory, the subject, so far as the American species are concerned, having recently been well thrashed out by Mr. Selous in the book already quoted. He himself considers the black rhinoceros to be 'stupid and blundering' but rarely intentionally aggressive, saying that he has 'never known an instance of one not running off immediately on getting my wind.' Similarly Mr. F. Vaughan Kirby declares to be 'naturally timid' and 'the easiest to kill of all large game.' The experience of Mr. Neumann coincides with this, the base, in his opinion, being 'intensely stupid and marvellously billed.' The white rhinoceros Mr. Cotton Oswell apostrophizes as 'Poor old stupid fellow... the very

thing for young gunners to try the practice bands upon'—and words, seeing how nearly the white rhinoceros has come to being extinct. Many other authorities, however, speak of the animal's exceeding and gratuitous ferocity. Gordon Cumming found the black rhinoceros 'extremely fierce and dangerous'; and the divergence of opinion appears in some points to extend to matters of fact on which discrepancy would seem unnecessary. Thus Mr. Neumann says that the Ndorobo 'have far less fear of rhinoceroses than of elephants,' while Mr. F. J. Jackson, speaking of natives of East Africa, avers that 'as a rule they are more afraid of a rhinoceros than of either an elephant or a buffalo.' The Asiatic rhinoceroses, of which three different species are recognised, are generally regarded as more or less inoffensive until wounded or attacked; and in regard to the African black species the fact probably is that there is great variety of disposition among individuals; and it may even be, as Colonel Patterson says, that the same animal is 'one day savage and the next tame.'"

"It is almost certain that many of the cases of ferocity which are reported are no more than manifestations of the animal's stupidity—what is mistaken for a charge being but the bewildered rush of a frightened beast endeavouring to get away. With its miserable sight the rhinoceros is usually made aware of the approach of danger, if at all, either by the warning of the rhinoceros bird which, haunting the beast for the sake of the ticks which infest it, acts as a sentinel. In the latter case the animal probably has no idea from what quarter it is threatened, and in the former it probably places the 'direction of the peril' but vaguely. All rhinoceroses seemingly run up wind when suddenly roused or alarmed; and it necessarily follows that the first blind rush not seldom takes them straight at the object the scent of which has disturbed them. Thus many instances have been reported of their charging straight at passing and peaceful caravans, sometimes heading direct for one of the waggon; and whatever comes in the way of a rhinoceros moving at full speed is likely to suffer. The most remarkable story of the kind is perhaps that of Colonel Patterson, who tells how—

"A gang of 21 slaves, chained neck and neck as was the custom, was proceeding in Indian file along a narrow path when a rhinoceros suddenly charged out at right angles to them, impaled the centre man on its horn and broke the necks of the remainder of the party by the suddenness of its rush."

"The old belief was that the rhinoceros whetted its horn upon a rock (or an agate, according to Pliny) before it began to fight; and had it no majesty of its own it would, in poetry and tradition, be dignified by the enemies which it made, its hereditary antagonists being the lion and the elephant."

In the wastes of India, while the earth beneath him groans, the elephant is seen, in huge proboscis writhing, to defy the strong rhinoceros, whose ponderous horn is newly whetted on a rock. 'So Darwin, and again Glover:—Go, stately lion, go! and thou, with scales impenetrable armed, Rhinoceros, whose pride can strike to earth the unconquered elephant. 'Copper and Dryden, however, are of the opinion that it was the elephant that did striking to earth, the rhinoceros being no match for 'her unequal foe.' But as a matter of fact a fight has been witnessed between an Indian rhinoceros and a full-grown male wild elephant in which the former came off victorious. If we follow those writers who identify the rhinoceros with the unicorn, then its hereditary feud with the lion dates back to ages when there were hardly any crowns to fight for; and if the lion generally had the better of the fight, it was by cunning rather than by strength for 'as soon as the lion sees the unicorn he betakes himself to tree, when 'the unicorn in his fury, with all the swiftness of his course, running at him sticks his horn fast in the tree and then the lion falls upon him and kills him. This seems to have been the inviolable procedure. Spenser tells the same story, and we know from Shakespeare that 'unicorns may be betrayed with trees.' It is not necessary, however, to suppose that the rhinoceros furnished the first suggestion of the unicorn which was probably a purely fanciful creature as the phoenix or the hippogriff, the early poets and naturalists, bent on inventing the most fantastic beasts which their imagination could concoct, hitting as easily on the idea of a straight-horned horse as they did on that of a winged lion, or an eagle clad in a scaly coat of mail. Some at least of the much-prized 'unicorn's horns' (so precious, when fashioned into drinking cups, for the detection of poison that one horn was 'worth a city') were horns of the narwhal. Both the existing African species of rhinoceros and one of the three Asiatic are bicornous, and 'rhinoceros ivory' (in itself a preposterous term) is a substance composed of agglutinated hairs. It is reasonably certain that the unicorn of the Bible was not a rhinoceros, the Rev. J. G. Wood, who went into the subject thoroughly, inclining to identify the Hebrew *re'em*; plausibly enough, with the huge member of the ox tribe, the now extinct aurochs."

"The rhinoceros, then, need not shoulder the feuds of the unicorn; and if he has any quarrel with lion or elephant he must settle it in his own person. But in truth 'the mailed rhinoceros' that of nothing rocks' has little to fear from any living thing but man, in spite of the one black rhinoceros which we know was killed by crocodiles and the fact that, according to Mr. Cotton Oswell, the male white rhinoceros has sometimes been destroyed by hyenas. Combats between two rhinoceroses have been often seen in Africa, when the object of each appears to be to hook his antagonist in the soft region around the throat; but, though they fight dogged in and are sometimes badly lacerated about the face, Mr. Jackson thinks it 'highly improbable' that they ever 'kill each other.' Curiously enough, none of the Asiatic species seems to use its horn as a weapon of offence. Colonel Heber Percy says that the great Indian

rhinoceros, when it charges home, 'only bites'; the fact apparently being that it strikes with its lower side tusks, like a boar; and with these, according to Colonel Pollok, it 'can inflict a fearfully clean and deep cut, and an elephant once ripped by one will never go near a rhinoceros again.'"

"But if man alone with his modern armament, stands enemy to any beast, it is enough. It is pitiable to read of the enormous numbers of rhinoceroses, both black and white, which at one time were to be found over large tracts in Africa, when, though the animal does not congregate in herds—Sir Cornwallis Harris mentions seeing 22 in half a mile—as many as a hundred and fifty might be met with in a day's march, and one of the inconveniences of making camp was the necessity of first driving away the over-inquisitive and not always tractable brutes which lurked on every hand. Nor, except in certain districts, was there any serious diminution of their numbers until some 40 years ago. Recent discoveries have shown that the white rhinoceros is not quite as near to extinction as was supposed a few years since; but both it and its black cousin are undoubtedly doomed, unless the establishment of game preserves succeeds in maintaining them in a semi-wild state. Perhaps it is inevitable that they should go. The present species are but a small fraction of the number of kinds which existed in former ages, and, like the elephant, the rhinoceros is plainly an anachronism to-day. Often have I sat upon a ridge, writes Mr. Cotton Oswell, and looked at them as they moved solemnly and clumsily on the plain below, wondering how they still came to be in this world, appearing, as they did so plainly, 'to be out of time, to have belonged to a former state of things, and to have been forgotten when the change was made.'"

Auction.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of October, 1909, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND near Shaatuen, Island Lot No. 414, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Sq. ft.	Annual Rent	Upset Price
Registry No.	Locality	N.E. N.W. S.E. S.W. feet feet feet feet		
Shanghai Island Lot No. 414	Shanghai Island Lot No. 414	75 75 60 60	4,500	4,500

Hongkong, 5th October, 1909. [699]

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.
XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA ?

QUINQUINA ?

DUBONNET ?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909. [69]

NOTICE.

MR. LI HON FAN, a Chinese graduate, versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write call to Hongkong, Telephone office or direct to 37 Hollywood Road, 2nd floor.
Hongkong, 6th September, 1909. [698]

Dentistry.

TSIN TI G.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE
Consultation Free.

Hongkong, 29th June, 1904. [69]

Dr. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

21, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 10th April, 1905. [69]

Public Companies.

CANFON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned on FRIDAY, the 22nd inst., at 11 A.M.

The TRANSFER BOOK of the Company will be CLOSED from the 8th to the 22nd instant, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 5th October, 1909. [702]

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong on TUESDAY, the 19th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 19th October, 1909, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.
Hongkong, 1st October, 1909. [690]

Consignees.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"BLOEMFONTEIN,"

Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 12th inst., at 3 P.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 6th October, 1909. [703]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 8th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 6th October, 1909. [706]

NOTICE TO CONSIGNEES.

STEAMSHIP "VINE BRANCH."

FROM SYDNEY & NEWCASTLE, N.S.W.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 2nd October, 1909. [693]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th of October, at 9.30 A.M.

All Claims must reach us before the 17th of October, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1842.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$36 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Paid subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue is any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 8, 1909.

SLY GLANCES AT THE ESTIMATES.

From the unusual length of the speech delivered by His Excellency the Governor yesterday in introducing the Estimates for 1910, and his close dissection of the smallest details of revenue and expenditure, it might have occurred to the ordinary outsider that he was taking part in a momentous, epoch-making ceremony, whose echoes would roll down the pages of time. The truth is, of course, that the members of the Legislative Council no less than those who attend gatherings in Hongkong where speeches are in order, are not accustomed to be practically overwhelmed by an avalanche of words dealing with such a multiplicity of subjects that the brain absolutely refuses to appreciate their relative importance. The speech

of His Excellency the Governor yesterday was undoubtedly a great effort, it gave evidence of tremendous labour and the greatest toil in collecting facts, but it is extremely doubtful whether it will be appreciated at its true value on account of its exceptional length and its concern with comparatively minor and unimportant matters of departmental finance. The endeavour of the Governor was, as he stated, to give a comprehensive survey of the probable financial position of the Colony at this time next year, to show how the Government was seeking to conserve the best interests of the Colony, to prove that retrenchment was a fact and not a mere fad, and generally to throw light on the shadows caused by departmental methods of procedure. Whether His Excellency was successful or not in laying bare the inner secrets of the Government is a moot point; for our part we are of the belief that in presenting such an extraordinary mass of detail, great portion of which was extremely involved and of no particular interest except to the officials concerned, the Governor unwittingly added to the general obscurity of the public mind and simply filled up the gap with a mass of indigestible material. Two or three points will linger in the memory—that the finances of the Colony are by no means in the parlous state which the quidnuncs all along predicted; that the subsidiary coinage question is likely to be revived by a duel between two distinguished men of business who do not see eye to eye on the question regarding the most satisfactory method of grappling with the problem; that Lilliputian savings have been made here and there; the dismissal of voiceless, unknown servants, accounting for a good deal in this direction; that a committee is to inquire into the incidence of the military contribution; and that the Kowloon-Canton railway is going ahead and may be in operation some time next year. In no part of the Governor's speech do we find the enunciation of a policy or the laying down of definite principles of reform. We are simply to jog along in the same old way, trusting to a beneficent providence to tide us over our difficulties and pay our debts. In former years the Government has enabled the community to learn at a glance the proportion of revenue derivable and expenditure estimated under the various heads comprised in the Estimates, but this year, for a change, no percentage of the revenue returns or the cost of the different departments as relating to the total expenditure is offered. It is perfectly true that the expert statisticians can work out the percentages for himself, but it is not given in many to possess either the time or the patience to make exact calculations capable of indicating the working expenses of the Government in relation to its revenue. No doubt we shall be told that the Government staff was handicapped by the fact that one of the chief items of revenue, the Opium Farm, only came to hand at the last moment and if that is the case the excuse will be accepted. But the absence of these percentages is certainly a drawback which is not realised so much now as it will be when future references to the Estimates have to be made. It may also have been noted by those who read or scanned the Governor's speech in presenting the Appropriation Bill to the Legislative Council that while he estimated the total ordinary and extraordinary revenue at \$6,908,797 he neglected to set forth the aggregate total expenditure. From the abstract contained in the Draft Estimates we find that the expenditure in 1910 is placed at \$6,951,541 or a little over \$40,000 in excess of the revenue. We read in a footnote that the excess is to be met but of surplus balances, and we can only trust that these surplus balances will rise to the occasion and defray our liabilities to the last penny. The Governor dilated at considerable length on the progress of the railway, without, we are afraid, affording much information that was either new or important. And yet there was ample opportunity for His Excellency to make explanations with respect to certain entries in the Draft Estimates which are far from being explicit. For example, we find that the Government expects to obtain a sum of \$20,000 from the traffic receipts of the railway during the second half of next year. When we turn to another page, however, we discover that there is to be an expenditure of \$100,000 on "salaries and expenses of open line" covering the same period. In other words, the Colony is set down to lose the respectable sum of \$80,000 in operating the railway during the six months it is open to traffic. But that is not all, for it should be explained that the trail of the Kowloon-Canton railway makes its appearance in the most unexpected places. A sum amounting to \$111,698 has already been provided to meet the expenditure on station buildings and fixtures up to the end of this year. In 1910, an additional amount well nigh approaching \$140,000 will be expended in the same direction. Now what do these figures mean? Must we assume that the Government has already commenced building railway stations between Kowloon and Sham-chu, and if so where are they located? By the end of next year a total expenditure of approximately \$500,000 will have been laid out in the form of

terminal and intermediate stations and already we may assume that at least \$100,000 has been diverted towards the same object. We do not think it is a sign of abnormal inquisitiveness to inquire whether the Government will be prepared at some future meeting of the Legislative Council to give the people some slight hint of where all these buildings and fixtures are being dumped. But we are not yet finished with the curiosities which abound in connection with this railway, which somehow or another resolutely hides its countenance behind a veil of modesty so thick that only its main outlines can be distinguished. On still another page of the Draft Estimates, just when the reader fancies that he has unearthed all there is to know about the railway, he suddenly comes upon the striking entry: "Land resumption for Kowloon railway station." And against that item are the portentous figures, \$374,805. That is to say the Government intend to spend that remarkably precise amount of money on the acquisition of land for the great terminal railway station of the line. If the Government had put the figure at \$375,000, we could have understood that negotiations for the land had yet to be completed, but when the calculation of cost is made with such marvellous nicety and punctiliousness that it is possible to bring the estimate down to the very last \$5, then we feel inclined to ask how it was done. Either the Government has a wizard on the premises or a dabbler in fairy, or its information is founded on ascertained and irrefragable fact; the proof of which should be forthcoming on demand. Until the present time we have heard little or nothing about this terminal station at Kowloon. We knew that a station had to be built and that land had to be acquired for the purpose, but for the rest we were allowed to remain in what is usually known as Cimmerian darkness. We wonder why it was that His Excellency the Governor, who was able to talk at large on that mummified skeleton of an emasculated subject, the subsidiary coinage, and to explain with an amplitude of detail the reasons why an assistant land officer should become an assistant district officer, did not consider it worth his while to make at least casual mention and offer some slight explanation of these items to which we have called attention? We are all brought to the verge of misery when that tunnel at Beacon Hill is paraded, and we have heard too much about the condition of the culverts and bridges to be astonished at anything that is discovered in connection with their stability. What we seek to learn now is something new, something relating to the terminus works and the intermediate stations. Foolish people were under the vague impression that at first, when the railway was newly opened to traffic, passengers would be expected to hop off the train into an unimproved paddy field if they wanted to leave at some intermediate point, while there was no idea abroad that although a station at Kowloon might ultimately be erected, the original travellers by the line would have to be amateur acrobats in order to reach the main roads of that delectable suburb. And yet all the time, the Government was struggling hard to provide the necessary facilities and holding on to its secret with as much care as the forty thieves held on to their "open sesame." We need not remind readers that the station at the Canton terminus is well on the way towards completion and perhaps His Excellency the Governor will in time find it convenient to give the people of Hongkong some inkling of what is being done at Kowloon to keep pace with our railway allies. On another point the Government is also content to say as little as possible, and that is with reference to the Widows' and Orphans' Fund, which, as the Governor said, was a "fortuitous appropriation" that came like a bolt from the sky in 1908. "Fortuitous appropriation" is worthy of Mark Twain. Its effect was to put something like \$37,500 into the pockets of the chancellor of the exchequer, and provide him with an income of \$4,500 per annum. Unfortunately he has to pay \$9,450 out of his receipts, but after all when it is considered that if the Fund were capitalised at 6 per cent. per annum, the interest added to the income, less the payment of, say, \$10,000 for pensions, still remains in the neighbourhood of \$45,000 per annum. The civil servants of the Colony may be congratulated on having so nobly come to the rescue of the Government, and assisted it to make a "fortuitous appropriation" of such an exceedingly satisfactory character. It is hardly dignified to note in the same breath that one poor widow has to travel perhaps from the other side of the island every month to draw her \$1.14 per month, while another is entitled to \$1.19 if she calls for it, but little incidents like these must occur in all big concerns and so long as the Government grabs the \$50,000 per annum "fortuitously" or otherwise, all is well. Assessed taxes show an increase of \$38,000 due to the inclusion of new buildings at Quarry Bay. That is the Government estimate, but it is forgotten that the increase is obtained at the expense of Aberdeen and Hunghom. For the last two years the assessed taxes have remained stationary; there has been no increase in the ship-repairing work of the

Colony, and there has been a diminishing number of vessels overhauled at Hunghom and Aberdeen, due to the opening of the immense docks at Quarry Bay. In other words, Quarry Bay has rejected an access of work and building at the expense of Hunghom and Aberdeen, so that the increased valuation is largely fallacious. However, time will tell, and we shall see next year whether the anticipated increase of \$38,000 will materialise. Rather may we not feel astonished if the Government's estimate of an enhanced return from the sale of pawnbrokers' licences is not under the mark instead of being over it. Then there is the contribution of \$500,000 from the duties on liquor and we hope the Government may get it. Out of that sum an expenditure of \$50,000 will be made on account of the salaries and expenses of the Customs and Excise staffs. While we are on this topic, we might call attention to the fact that although the Government very generously and, in our opinion, very properly waived its right to collect duties from the garrison canteens on the liquors consumed by soldiers there appears to be no reciprocal arrangement with regard to the military contribution. Why should the military benefit to the extent of 25 per cent. on the duties collected by the Government on liquors consumed by other residents in the Colony? It is utterly unfair that the military people should benefit both ways. Not only that, but the military authorities stand to gain by the construction of the Kowloon-Canton railway, for whenever that undertaking begins to make a profit, we shall have the entire foot and horse on our track determined to obtain their 20 per cent. unearned increment. We have endeavoured to give some slight idea of the numerous items of real interest in the Draft Estimates, but we must confess that we have not even skimmed the surface of the subject. As we have shown, His Excellency in the course of a speech which lasted for an hour and a half only succeeded in touching the fringes of a vast variety of subjects, some of them of actual importance, many of them mediocre, and most of them of no public interest whatever. His Excellency may hug the belief that it is on these great Budget occasions that he really explains the position of affairs to the taxpayers. Very deferentially we submit that the taxpayer is only bored, especially when he sees figures and infinitesimal details worked round and round, hand over hand, roly-poly wise, until they have lost all semblance of their original shape and form. Rather it is when His Excellency reveals the true man in spontaneous speeches at the Council, and elaborates the principles which guide the Government, that he is best understood and his obviously straight intentions and methods most highly appreciated. As far as the Budget and the Estimates are concerned, they are as reasonable as we deserve, and better than we expected. For another year we can snap our fingers at the alibouted bogie of financial despair.

LOCAL AND GENERAL.

READERS are reminded of the hand performance at the Belle Vue Hotel on Sunday next. The fifth Gymkhana meeting takes place tomorrow at Happy Valley; the first race commences at 4 p.m. sharp.

THERE were twenty P. W. D. prosecutions at the Magistracy this morning, when fines averaging \$5 were imposed in each case.

THREE men were given three months' hard labour and six hours' stocks in the Police Court this morning for stealing a fishing boat.

THE savings deposits with the post office in Japan have reached the ¥100,000,000 mark, and the Department of Communications has decided to commemorate the event in a suitable style next May.

THE P. & T. Times reports that Mr. Kaibenshine, United States Consul at Belfast, has been transferred to Tientsin. His position in Ireland will be filled by Mr. H. B. Miller, at present Consul-General at Yokohama.

THE publishers of the Japan Advertiser announce that Mr. J. N. Penlington has assumed editorial charge of that paper. Mr. Penlington was for some years on the staff of the Japan Chronicle and has since been on the Japan Times.

THE local agent of the Chinese Engineering and Mining Company, Limited, informs us that the total output of the Company's three mines for the week ending 25th September amounted to 25,386.09 tons and the sales during the period, to 20,780.83 tons.

THE C. P. R. Co. is in receipt of a telegram from Yokohama advising that a Marconigram has been received from the Empress of India, 650 miles out from Yokohama, stating that fine weather was being experienced and all well on board. This vessel left Hongkong on the 25th September and Yokohama 5th October.

ANOTHER gambling raid was successfully carried out in a house in Peel Street on the 7th inst. Information was received by the Police that a game was being conducted in the house in question, as a result of which Sergeant Appleton and a posse of detectives raided the house and arrested ten women who were taking part in the gambling. This morning, the two keepers of the establishment were each fined \$25.

FIRE NEAR SHAMCHUN.

HALF A DOZEN HOUSES DESTROYED
AND ONE FATALITY.

[From Our Own Correspondent.]

Canton, 7th October.
At 1.40 p.m. yesterday an alarm was raised of an outbreak of fire which took place at Wong-sha, in a building close to the Tai Wan Bridge, opposite the west end of the settlement of Shamshun. The conflagration raged furiously and continued to burn for over three hours, though the various fire brigades proceeded to the scene at an early stage of the outbreak to render assistance. When the fire was at its height there was a strong north wind blowing and it became apparent that the buildings in the whole street were in imminent danger. Fortunately the wind gradually abated in the afternoon, and thanks to the firefighters, who worked like Trojans to combat the flames, the fire was eventually extinguished.

The conflagration involved the complete destruction of six houses and nearly half a dozen others in the neighbourhood were more or less damaged. Some ten men or so of the fire brigade sustained slight injuries while engaged in the work of handling water to put down the fire. A woman in the house where the fire originated was burnt to death, as it was too late for her to find her way to the door when the premises were all a mass of flames. At about 5 p.m. the fire brigades left the spot after the fire had been got completely under control. The smouldering embers burst into flames again at 8.30 p.m. but this time no serious damage was done.

THIRD OFFICER SUSPENDED.

INCIDENT ON BOARD THE "PERIA."

At the Harbour Office this morning, a Marine Court of Inquiry was held into charges of misconduct against R. H. Ferguson, third engineer of the s.s. *Peria*. Lieut. C. W. Beckwith, R.N., Acting Harbour Master, presided. The assessors were:—Lieut. Henry Butterworth, R.N., M.M.S. *Tamar*, Mr. D. Macdonald and Mr. W. J. Best, chief engineer of the s.s. *Lightning*.

Mr. H. J. Gedge (of Messrs. Johnston, Stokes and Master) appeared on behalf of the Pacific Mail Steamship Company. The defendant was unrepresented.

Mr. S. C. Macnider, Superintendent of the Eng Hok Fong Steamship Company, stated that the Eng Hok Fong Company were the charterers of the s.s. *Peria* from the Pacific Mail Steamship Company. A message was received from Wagon early in the morning of the 3rd September last to the effect that the third engineer had died of heat apoplexy. Witness secured three engineers and left Blake Pier at half-past one on the launch *Kwaning*. Accompanying witness were Messrs. H. L. White, Eng Hok Fong, Chu Cheuk-Chi and three engineers. They arrived on the *Peria* shortly before three o'clock, when the Captain made a report to witness that the second engineer had died and that the third engineer was incapable of duty. Defendant, who was in his cabin, was taken on deck and signed off. Defendant's state necessitated the assistance of the chief officer and another to conduct him out of the ship.

Defendant—When was I reported drunk?

Witness—I arrived on board.

Defendant—Was I drunk on the 2nd?—I don't know.

Mr. H. L. White, book-keeper of the Pacific Mail Steamship Company, gave corroborative evidence.

Defendant was called into the box and made a statement, in the course of which he stated that he held a first-class engineer's certificate and joined the *Peria* on the 13th August last as the fourth engineer. He had formerly been employed by the China Merchants' Steam Navigation Company, from which firm he obtained a good discharge.

The finding was as follows:—We find you, Robert H. Ferguson, certificated as First Engineer No. 3334, guilty of gross misconduct on September 2nd and 3rd on board the s.s. *Peria* by being in a filthy state of drunkenness and so as to be incapable of carrying out your duty, thereby causing serious delay and expense to your owners, the ship having to anchor and communicate again with Hongkong so as to get you relieved before proceeding on her voyage. We therefore order your certificate as "Engineer" to be suspended for one year.

ANOTHER NEW TERRITORY

"OUTRAGE."

FARMER'S HOUSE ATTACKED BY ROBBERS.

Another outrage has been reported in the New Territory. The scene of the occurrence is the village of Sheung Shui, in the Sam Chun district, New Territory. On the 13th September last, a number of men, about half-a-dozen, armed with rifles, revolvers and knives, broke into a farmer's house and after threatening the inmates, ransacked the place and carried away goods to the value of \$100 among which were a number of bullocks. The greater number of the desperadoes then effected their escape over the frontier. One of the men has since been identified but it is not known whether extradition proceedings will be taken. One man was arrested with two bullocks in his possession, supposed to belong to the farmer. Before Mr. J. R. Wood (second Magistrate) this afternoon, two men were charged with armed robbery in connection with the affair. Mr. E. Davidson (of Messrs. Hastings and Hastings) appeared for one of the men. After evidence had been called, the case was remanded.

THE following have been chosen to play for the Football Club v Royal Engineers, at Happy Valley, on Saturday, the 9th October, Kick off 4.30 p.m. Goal—F. H. Kw, Backs—F. G. Carroll, J. McCubbin, Half Backs—A. Gregory, R. C. Barlow, H. W. Kilby, Forwards—A. Alchison, W. Weston, A. Whitmarsh, W. Manalag, and R. D. Darby.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE "UBIQUITOUS SUN" YAT-SEN.

A DOUBTFUL REPORT.

[By courtesy of the "Shung Po."]

Peking, 6th October.

H.E. Chang Ming-ke, Governor of Kwangsi, has reported to the Throne that Sun Wen (Dr. Sun Yat-sen), the Reformer, is in Hongkong for the purpose of planning a rising.

There is no confirmation of the report that Dr. Sun is harbouring in the Colony.—Ed. H.K.T.]

CHANG CHIH-TUNG.

HIS LAST MEMORIAL.

[By courtesy of the "Shung Po."]

Peking, 6th October.

The late Chang Chih-tung's last memorial to the Throne embodied a recommendation for the appointment of Chang Kwei-lun, Viceroy of the Hukwang Provinces, as a Grand Councillor.

POSTHUMOUS TITLES.

An Imperial edict has been issued conferring upon the late Chang Chih-tung the posthumous titles of "*Man Tseung*" and Imperial Grand Tutor and directing the admission of an honorific tablet, in memory of the deceased, into the Temple of Learning.

The Prince Regent has directed Prince To Pui-lap to pay his homage before the remains of the deceased and to appropriate a sum of Tls. 3,000 towards the funeral expenses.

TAI HUNG-TZE.

PROVISIONAL APPOINTMENT TO THE GRAND COUNCIL.

[By courtesy of the "Shung Po."]

Peking, 6th October.

An Imperial edict has been issued appointing Tai Hung-tze, president of the Board of Rites, provisionally to the Grand Council.

THE LATE CHANG CHIH-TUNG.

PRINCE REGENT'S VISIT.

[By courtesy of the "Shung Po."]

Peking, 7th October.

Before the death of Chang Chih-tung on the 4th inst., the Prince Regent personally called to ascertain the condition of the late Grand Councillor.

A NAVAL MEMORIAL.

COMMISSIONERS' RECOMMENDATION.

[By courtesy of the "Shung Po."]

Peking, 7th October.

Prince Shun and Admiral Sah have memorialized that the arsenals and naval colleges should be placed under the control of the Admiralty or the Naval Board.

The Grand Councillors and the Ministry of War have agreed to recommend the memorial to the Throne, in order that effect may be given to it forthwith.

NATIONAL DEBT.

EMULATING FOREIGNERS.

[By courtesy of the "Shung Po."]

Peking, 7th October.

The Ministry of Agriculture, Industry and Commerce has memorialized the Throne to emulate foreign nations by obtaining domestic loans from well-to-do natives of the country and to treat them as part and parcel of the national debt.

Such loans will bear interest. It is proposed that the money so raised shall be employed in developing the potential resources of the Empire.

The prayers of the memorial have been sanctioned.

MINISTRY OF FINANCE.

MEMORIAL SHELVED.

[By courtesy of the "Shung Po."]

Peking, 7th October.

The memorial of the Ministry of Finance suggesting a method for raising money for the expenditure in connection with the Army and Navy has been shelved.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

STAMP DUTY.

TIENTSIN MERCHANTS' PETITION.

[By courtesy of the "Sheung Po."]

Peking, 7th October.

The merchants at Tientsin have petitioned Viceroy Tuan Fang to hold in abeyance the enforcement of the stamp duty.

REVIEWING RECRUITS.

VICEROY CHANG PERFORMS THE CEREMONY.

[By courtesy of the "Sheung Po."]

Shanghai, 7th October.

H.B. Chang Jen-chun, Viceroy of Liang Kiang, yesterday reviewed the recruits at Wai-on, Chu-chow and Hoi-chow.

THE DAIRY FARM COMPANY, LIMITED.

ANNUAL REPORT.

The report for presentation to shareholders at the thirteenth ordinary yearly meeting, to be held at the Company's depot, on Tuesday, the 19th inst., at 12.30 p.m., is as follows:—

The directors herewith present to the shareholders a statement of the Company's accounts for the year ended 31st July, 1909. The profit for the year, after writing off \$18,510.11 for depreciation and bad and doubtful debts, and providing for directors' and auditors' fees, amounts to \$51,850.01, from which it is proposed to pay a dividend of one dollar and twenty cents per share, absorbing \$48,000; to transfer to Reserve Fund \$10,000; to Fire and Typhoon Insurance Fund \$1,000; and to carry forward \$1,850.01.

CAPITAL.

In accordance with the resolution passed on 17th November and confirmed 1st December, 1908, the paid-up Capital of the Company has been increased to \$40,000 as set forth in the accounts.

DIRECTORS.

Messrs. F. Mainland and E. H. Hinds retire by rotation but are eligible for re-election.

AUDITOR.

The annexed accounts have been audited by Mr. W. Hutton Potts, who offers himself for re-election at this meeting.

EDWARD OSBORN, Chairman.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST JULY, 1909.

Dr.	
July 31st, 1909.	
To Directors' and auditors' fees	\$ 2700.00
To Repairs and renewals	791.97
To Land cultivation and improvement	2148.17
To Exchange	259.28
To Written off:—	
Bad and doubtful debts	\$1,437.78
Cattle	5,807.66
Buildings	4,939.05
Furniture, machinery and stores	6,325.62
	18,510.11
To Balance	61,850.01
	\$93,360.54

Cr.

August 1st, 1908.	
By Balance from last year	\$ 48.39
Sale of unallotted new shares	126.00
July 31st, 1909.	
Interest	2,934.66
Scrip fees	61.00
Bad debts recovered	26.09
Balance of working account	90,189.50
	\$93,360.54

BALANCE SHEET 31ST JULY, 1909.

Capital.	
As per last account	20,000
Shares at \$7.50 each	\$150,000
Less \$1.50 per share not called up	37,500
Transferred from reserve fund, as authorised by the special resolutions passed at the extraordinary general meeting held on 17th November and 1st December, 1908	93,000
Equalling value of 15,000 shares at \$7.50 each less \$1.50 per share not called up	210,000.00
Unclaimed dividends	364.50
Cattle reserve	10,000.00
Fire and Typhoon Insurance fund	8,000.00
Accounts payable	38,183.84
Balance of profit and loss account	61,850.01
	\$358,398.35

Assets.

Cattle	\$ 85,807.65
Less written off	5,807.66
	80,000.00
Buildings and property	\$109,939.05
Less written off	4,939.05
	105,000.00
Furniture, machinery and stores	\$18,325.62
Less written off	6,325.62
	12,000.00
Share investment and mortgages	69,325.00
Steam launch	3,000.00
Accounts receivable	44,827.65
Stocks on hand	44,245.70
	\$358,398.35

COOK'S INSUBORDINATE CONDUCT.

ATTACKED SECOND OFFICER WITH A SAUCE-PAN.

His head swathed with bandages and his facial features showing signs of rough handling, the Second Officer of the s.s. *Pharos* related the story of an assault before Mr. F. A. Hazeland (First Police Magistrate) in the Police Court this morning. From the complainant's story, it would appear that last night, he complained to the cook about some potatoes. The chef, who, by the way, is a Chinese, evidently had excited ideas of his culinary abilities, for he is alleged to have unceremoniously approached complainant with a sauce-pan and administered a few well-directed blows to the white man's head. In the Police Court this morning, the cook's version of the story was that the Second Officer and Chief Engineer had first assaulted him. The Magistrate took a lenient view of the case and imposed a fine of \$10, at the same time remarking that the assault was committed under great provocation.

WHITE WOMAN IN DIFFICULTY.

DISOBEYING AN ORDER OF BANISHMENT.

A woman, named Mary Levin, residing at 28, Queen's Road East, appeared before Mr. F. A. Hazeland (First Magistrate) in the Police Court this morning for disobeying an order of banishment, dated the 31st March last. It may be remembered that the woman was responsible for no little trouble to the Police some time ago, as a result of which an order was made out for her banishment from the Colony. The woman returned to the Colony on the 3rd instant, as a consequence of which she made her appearance, as already mentioned, in the Police Court this morning. The woman stated that she was anticipating the arrival of a friend and his wife, and had adjourned the case for a week in order to allow her to get away.

ALLEGED WRONGFUL DETENTION.

IMPENDING SUIT AGAINST J. ULLMANN AND CO.

In the Summary Court, this morning, before Mr. Justice Gompertz (Police Judge) a case was mentioned where an action is being brought by Mr. A. Drayton, a former employee of Messrs. J. Ullmann and Company, Jewellers, of No. 34, Queen's Road Central, against Mr. E. Bertram, managing partner of the firm, for alleged wrongful detention of personal effects. The case was adjourned to next Friday's list.

Mr. Leo d'Almeida e Castro (of Messrs. Goldring, Barlow and Morrell) appeared for the complainant, while Mr. Reader Harris (of Messrs. Wilkinson and Grist) is for the defendant.

HONGKONG CRICKET CLUB.

CLUB V. GARRISON.

The above match takes place on the Club ground to-morrow afternoon, commencing at 1.45 p.m., sharp. The following will represent the Club Team:—R. E. O. Bird, A. A. Claxton, A. C. E. Elborough, W. N. Edwards, R. O. Hutchison, W. Manning, E. C. Oliver, R. N. R. E. N. Oliver, A. P. Scott, C. E. Shields and W. C. D. Turner.

VOLUNTEER CORPS ORDERS.

ENGINEER COMPANY.

A handicap shoot for members of the Engineer Rifle Club will be held at King's Park on Sunday, the 10th October, at 9.30 a.m. Firing commences at 9.30 sharp.

INFANTRY COMPANY.

A shoot for Captain Wood's cup will take place at Tai Hang Range on Sunday, the 10th instant, commencing about 10 a.m. Ranges, 200, 500 and 600 yards.

Ammunition cannot be obtained on the Range.

PARADES AT HEADQUARTERS AT 5.30 P.M.

Monday, October 11th—Recruits' Infantry drill with arms, Infantry Company Lecture. Instructor, Sergt. Wallis, 2nd Buffs.

Tuesday, October 12th—Specialists' Training, gun layers, range takers, signallers and fuzee setters. Instructors, Sergts. Moore and Carman, R. G. A., Sergt. Wallis, 2nd Buffs.

Wednesday, October 13th—Gun Drill. 1 and 2 Companies, 5th B. L. howitzer. 3 and 4 Companies, 2nd Q. F. Instructors, Sergts. Moore and Carman, R. G. A.

Friday, October 15th—Officers' and Specialists' Fire Discipline. Instructor, Sergt. Carman, R. G. A.

PARADE AT TAIKOO AT 5.15 P.M.

Thursday, October 14th—2.95" Q. F. gun drill and instruction of gun layers. Instructor, Sergt. Moore, R. G. A.

JOINED.

Mr. J. H. Lawrence joined the Corps on the 6th October, assigned Corps No. 1, 106 and posted to the Engineer Company.

STRUCK OFF.

Corpl. C. B. Hayward of No. 2 Company has been struck off the Roll with effect from the 1st October.

RESIGNED.

Gr. A. Charlton, of No. 1 Company, is permitted to resign with effect from the 1st October.

Gr. G. E. Glover, of No. 2 Company, is permitted to resign on leaving the Colony with effect from the 2nd October.

THE foreign trade returns of Korea during January-September 20 this year show that imports totalled Y9,979,248 while the exports reached Y4,336,678. Compared with the corresponding period of last year, there was an increase of Y751,143 in the former and a decrease of Y5,822,101 in the latter.

CANTON INSURANCE OFFICE, LIMITED.

ANNUAL REPORT.

The report for presentation to the shareholders at the twenty-eighth ordinary meeting, to be held at the offices of the Company, on Friday, 22nd inst., at 11 a.m., is as follows:—

The general agents and consulting committee beg to submit to the shareholders the final accounts for the year 1908.

1908 ACCOUNT.

The amount standing to the credit of this account is \$94,300.59, of which it is proposed to carry \$194,300.59 to the credit of underwriting suspense account, which will then stand at \$302,799.71, and to pay a dividend of \$10.00 per share absorbing \$100,000.

CONSULTING COMMITTEE.

Since the last meeting Mr. G. C. Moxon resigned his seat and Mr. D. W. Craddock was invited to fill the vacancy.

In accordance with the terms of the articles of association all the members retire, but being eligible, offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. W. Hutton Potts and H. Percy Smith, F.C.A., who, being eligible, offer themselves for re-election.

JARDINE, MATHESON & CO., LD., General Agents.

STATEMENT OF ACCOUNT FOR THE YEAR 1908.

Liabilities.	
Capital, 10,000 shares of \$150 each—\$1,500,000 of which \$50 per share has been paid up	\$500,000.00
Reserve fund	1,560,000.00
Re-insurance fund	254,581.08
Underwriting suspense account	108,499.12
Outstanding dividends	12,435.00
Accounts payable	354,289.10
Balance of working account, 1908	291,300.59
	\$3,084,107.89

Assets.

Cash on current account with Hongkong & Shanghai Banking Corporation	\$7,423.64
Fixed Deposits with Banks in Hongkong	225,000.00
Mortgages on property in Hongkong and Shanghai	2,145,528.52
Shanghai, Ltd. debentures	66,666.67
Shanghai Club debentures	13,133.33
Chinese Imperial Government Loan, 1886	36,795.35
United States Bonds, 4 per cent. Loan, 1915	420,000.00
Japanese Government Gold Loan	47,009.83
Japanese Government Deposit—Consolidation Bonds \$56,066.04	
Imperial Bonds	23,993.15
War Bonds	12,791.36
	92,850.55
	\$3,084,107.89

WORKING ACCOUNT, 1908.

Losses and claims paid	\$ 1,203,148.82
Charges, including directors', auditors' and survey fees, agents, expenses, &c.	89,834.09
Commissions	139,087.09
Balance as above	294,300.59
	\$ 1,727,600.59
Net premium received, less returns and re-insurances	\$ 1,487,114.34
Interest	212,877.44
Transfer fees	62.00
Exchange	33,206.81
	\$ 1,727,600.59

THE KIUKIANG BOYCOTT.

ANOTHER PROCLAMATION.

The Shanghai Taotai has issued another proclamation, forbidding the boycott against British shipping. The following is a full translation of it:—

It appears from official record that whereas the boycott against British shipping prejudices international friendly relations, the Taotai has twice issued proclamations to forbid the movement. It appears that this boycott originated in Kiukiang on account of the British policeman Mears having prodded Yü Fa-cheng to death (etc). Goods shipped to Kiukiang on board British steamers were not allowed to be discharged at Kiukiang, so that the position of a boycott is actually forced on Shanghai. People, however, are not aware that in the Yü Fa-cheng case the Governor of Kiukiang has telegraphed to the Waiwup, praying it to deal firmly with the matter. The Governor, therefore, strictly forbids the boycott being carried on any further. Shanghai is a mart where Chinese and foreign commerce is drawn and centred, and mixed transactions exceed those of other ports. The merchants and people at this port hitherto understand broad principles and should be aware that to hold meetings to agitate for a boycott is against Government orders, and is prohibited.

Moreover, the two countries of China and Great Britain have cultivated a friendly relationship and in commercial dealings between the two people for a long period, mutual honesty and trust have been exhibited. No misgivings should be felt against them. If the case is made ground for boycotting British shipping, the action will entail unperceived losses to the Chinese themselves and would greatly affect the general position of trade.

If, after this third warning, there be unlawful characters who would still persist in inventing rumours to instigate others or to oppose British shipping, they will be arrested on guilt proved by investigation and severely dealt with and no leniency will be shown to them.

With the object of cultivating friendship with neighbouring countries and of safeguarding the interests of merchants, the Taotai has again issued this proclamation for compliance by all classes of people in Shanghai.—Y. C. D. News.

HARMSTON'S CIRCUS.

The up-to-date show at Kennedy Town continues to draw large audiences. Last night, another well-filled tent witnessed the excellent performance which the management has nightly provided since its arrival in the Colony. The tigers appear to be under perfect control and the performance of the apparently docile creatures are one of the principal attractions of the Circus, though the Kavanagh Brothers' fascinating feats would be hard to beat, and are undoubtedly the best ever seen in the Colony. The graceful equestrian acts of the young Harmons are charming to a degree while the "Revolving Mexican Ladder" performance is an equally charming exhibition of graceful poise. The other various daring and skilful turns need not be enumerated in detail but suffice it to say that one and all of them are excellent.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

There has again been very little business in our local stocks and scarcely any changes of importance are to be reported.

The twenty-eighth ordinary meeting of shareholders in the Canton Insurance Co., Ltd., is advertised to take place on Friday, the 22nd inst., at 11 a.m. The transfer books of the Company will be closed from to-day to the 22nd inst.

Banks.—Hongkong and Shanghai Banks have been sold in small lots at \$99½ and \$99; and at the close buyers prevail at \$99½. The London price has weakened to £91-15/-.

Marine Insurance.—Cantons are on offer at \$175. In their report for the year 1908, just issued to shareholders, the general agents state that the amount standing at credit of 1908 account is \$94,300.59, out of which it is proposed to carry \$194,300.59 to credit of underwriting suspense account, which will then stand at \$302,799.71 and to pay a dividend of \$10 per share, absorbing \$100,000.

North China are nominally quoted at \$1.15. The directors of this company have declared a final dividend of 7½% (payable at exchange 2/3 15/16), making in all 15 ½% for the year 1908. Unions have been sold at \$84½ and \$85. Yangtze have buyers at \$23½ in Shanghai.

Fire Insurance.—China Fires have weakened to \$113, but there are buyers at the rate. Hongkong Fires, after sales at \$360 and \$36½, can now be placed at \$370.

Shipping.—China and Manila and Douglases are quiet and without business to report. Hongkong, Canton and Macao Steamboats are obtainable at \$14. Shell Transports have had a smart recovery and buyers prevail at 74½.

Refineries.—China Sugars are quiet at \$146, but have been done forward for December delivery at \$150. Luzons are obtainable at \$23. Penak Sugars are wanted at 11s. 330.

Mining.—Chinese Engineerings have been dealt in at 11s. 18½. Rauba are offering at \$8½. Docks, Wharves and Godowns—Kowloon Wharfs are firm and wanted at \$1. Sales of Whampoa Docks have been effected at \$55. Shanghai Docks have been bought from the North at 11s. 76. Hongkew Wharfs have been sold at 11s. 138.

Lands, Hotels and Buildings.—Hongkong Hotels are steady at \$7½ for the old and \$4½ for the new shares. Hongkong Lands have found buyers at \$104. Humphreys Estates are weak and offering at \$9½.

Cotton Mills.—Hongkong Cottons can be had at \$6½. Ewos are weaker and on offer at 11s. 136½. In the North, changes in other mills according to latest mail advices to hand, are as follows:—Internationals (16.89, Lau Kung Mow 11s. 112 and Soy Chees 11s. 460.

Miscellaneous.—China Borneos are again on offer at \$13, and China Light and Powers at \$6½. Dairy Farms are easier at \$17½. In their report for the year ending 31st July, 1909, the directors of this company state that the profit for the year, after writing off \$18,510.11 for depreciation and bad and doubtful debts and providing for directors' and auditors' fees amounts to \$61,850.01, from which it is proposed to pay a dividend of \$12.20 absorbing \$4,000, to transfer to reserve fund \$10,000, to fire and typhoon insurance fund \$1,000, and to carry forward to new account the balance of \$1,850.01. There are sellers of Green Island Cements at \$3½. Hongkong Electrics have eased down to \$20, but they can be placed at the rate. Peak Tramways (old) have been dealt in at \$13½. The new shares are quiet at \$1.40. Langkats have shown an improvement on last week's quotation and have buyers in the North at 11s. 840. Sumatras have changed hands at 11s. 107½.

Rubbers.—According to latest telegraphic advices from London a slight weakness in the Rubber market has set in, no doubt due to the approaching settlement on the 9th inst., and also to the fact that the price of Hard Pine Para has eased down to 8/10½. Anglo-Malays are quoted at 15/6. Sales of Balgownie have taken place at \$70½ (Singapore) ex div. Col. bonds have been sold at 64½, closing at 65½. Kuala Lumpur have been done at 70½ in the early part of the week, but at the close are easier at 67½. A fair line of Ledbury has been transacted at advancing rates up to 55½, closing quiet at 53½. Damansaras have changed hands at 90½ and Linggis at 24½, the closing rate being 82½ and 23½, respectively.

Exchange.—The Banks Selling rate on London is 1/9 on demand. The T/T rate on Shanghai is 74½.

Dividends Payable.—Highland and Lowlands, Interim of 1/6 per share for account 1908. Dairy Farms, dividend of \$1.20 for year ending 31st July, 1909, payable on the 19th inst. Cantons dividend of \$10 per share for year 1908, payable on the 22nd inst.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for "Forward Settlements":—

October Settlement 29th October.
November " 29th November.
December " 29th December.

To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through B.L. of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."

Captain A. E. Gentles, will be despatched for the above Ports on TUESDAY, the 12th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 8th October, 1909. [707]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th October, 1909. [708]

Intimations.

CHEESE

CHOICE CANADIAN STILTON:

60 Cents per lb.

THE DAIRY FARM Co., LIMITED

Hongkong, 15th September, 1909. [330]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that Mr. R. M. DYER, having been appointed CHIEF MANAGER of the Company, takes up the duties of the position from this date.

By Order of the Board of Directors, W. J. GRESSON, Chairman.

Hongkong, 5th October, 1909. [696]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS.

HARMSTON'S GRAND CIRCUS

AND

ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

THE LARGEST AND BEST CIRCUS

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	From St. John. "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43 days.

Via New York 45 days.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. UKAID OK, General Manager, 20, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
S'PORE, SAMARANG & SOERABAYA	FOOSHUNG	SATURDAY, 9th Oct., 3 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	TUESDAY, 12th Oct., Noon.
A MOJI	"HANGSANG"	TUESDAY, 12th Oct., 4 P.M.
SHANGHAI VIA SWATOW	"MAUSANG"	TUESDAY, 12th Oct., 4 P.M.
SANDAKAN	"CHEONGSHING"	WEDNESDAY, 13th Oct., 4 P.M.
TIENTSIN VIA TSINGTAU, WEI	"LOONGSANG"	FRIDAY, 15th Oct., 4 P.M.
HAIWEI & CHEFOO	"CHANGSHA"	SATURDAY, 16th Oct., 2 P.M.
MANILA		
S'GAPORE, PENANG & CALOUTTAMANG		

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutsang," "Hangsang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze River, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Lahad, Dato, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 8th October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
CEBU & ILOILO	"SUNGKIANG"	9th Oct., 4 P.M.
CHINKIANG	"KANOHOW"	10th " Daylight.
SHANGHAI	"LINAN"	10th " " 3 P.M.
MANILA	"TEAN"	12th " " 4 P.M.
NEWCHANG	"NANOANG"	12th " " Daylight.
CHINKIANG	"KWEILIN"	12th " " " 4 P.M.
TIENTSIN	"HUICHOW"	17th " " " 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	5th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDIL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmannian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

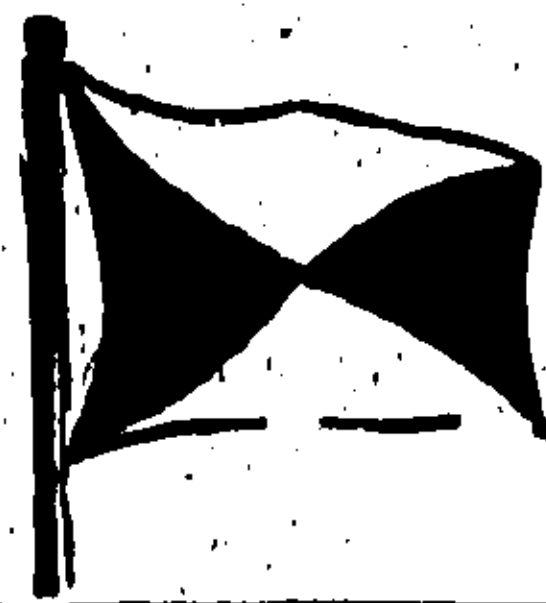
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Linan, Chinkwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading to all Yantze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 8th October, 1909.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	5540	R. Rodger	MANILA	SATURDAY, 9th Oct., at Noon.
RUEI	5540	R. W. Diamond	"	SATURDAY, 16th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

8th Oct., 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU	4,000 tons gross	Sail 16th Oct., 1909, at Noon.
S.S. MANSU MARU	5,000 "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok. Building.

Hongkong, 14th September, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.
Do.	"SEATTLE MARU" Capt. ...		SATURDAY, 20th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSI v. SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 10th Oct., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "GHOSHUN MARU" and "BUJON MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th October, 1909.

T. ARIMA, Manager.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KANAGAWA MARU, Capt. J. Nagao, Tons 5500	WEDNESDAY, 13th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	HAKATA MARU, Capt. J. Driog, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 12th Oct., at Noon.
SHANGHAI, MOJI AND KOBE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	YAWATA MARU, Capt. T. Sakino, Tons 5000	FRIDAY, 29th Oct., at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 26th Nov., at Noon.
	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	MONDAY, 14th October.
	SADO MARU, Capt. G. C. Hurry, Tons 6500	FRIDAY, 15th Oct., at 5 P.M.
	HIRANO MARU, Capt. H. Fraser, Tons 9000	FRIDAY, 22nd Oct., Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	TUESDAY, 26th Oct., at Noon.
	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	MONDAY, 11th October.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly-Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaki Maru	(Capt. T. MURA)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. COPE)	About Wednesday, 17th November.
Hirano Maru	(Capt. H. FRASER)	About Wednesday, 15th December.
Kamo Maru	(Capt. F. L. SOMMER)	About Wednesday, 12th Jan., 1910.

SHORTEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chair Road.

T. KUSUMOTO,

Manager.

(18-419)

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on WEDNESDAY, the 13th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd September, 1909.

(673)

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "ATHOLL".....On or about 16th Oct.

FOR NEW YORK:

S.S. "GHAZER".....About 13th Nov.

For Freight and further information, apply to

DOUWELL & Co., LIMITED, Agents.

Hongkong, 8th October, 1909.

(48)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

V. VANCOUVER, B.C., TACOMA & SEATTLE

via MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceano 4,657 F. W. Davies 1st Oct.

Kumera 5,232 J. Mathis 18th Nov.

Aymerio 4,363 -oyd- 16th Dec.

Sueric 6,232 S. Shotton 1st Jan.

These steamers are specially fitted for the carriage of Asiatic Stowage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DOUWELL & Co., LIMITED, General Agents.

Yok. Bldg. 23rd September, 1909.

(10)

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLE, LONDON AND HULL.

THE Steamship

"GLAMORGANSHIRE,"

Captain H. C. Norris, will be despatched as above on or about 23rd inst.

For Freight, apply to

JARDINE MATHESON & Co., LTD., Agents.

Hongkong, 5th October, 1909.

(700)

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRY,"

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 8th October, 1909.

(18)

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. E. W. WALKER

"KWONG SAI".....Capt. E. S. GROW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer'd by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 6th Sept., 1909.

(16)

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for PATAVIA, PERSIAN-GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA,"

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 16th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 7,911 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Mantua, due in London on 19th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

b. A. HEWETT, Superintendant.

Hongkong, 4th October, 1909.

(4)

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE; all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Captain Bellio, will be despatched as above on TUESDAY, the 12th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 7th October, 1909.

(16)

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"COULSDON,"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th October, 1909.

For Freight, apply to

ARNOLD, KARBURG & Co., Agents.

Hongkong, 4th October, 1909.

(695)

For Sale.

FOR SALE

AT

GRACA & CO.

27, Des Vaux Road.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

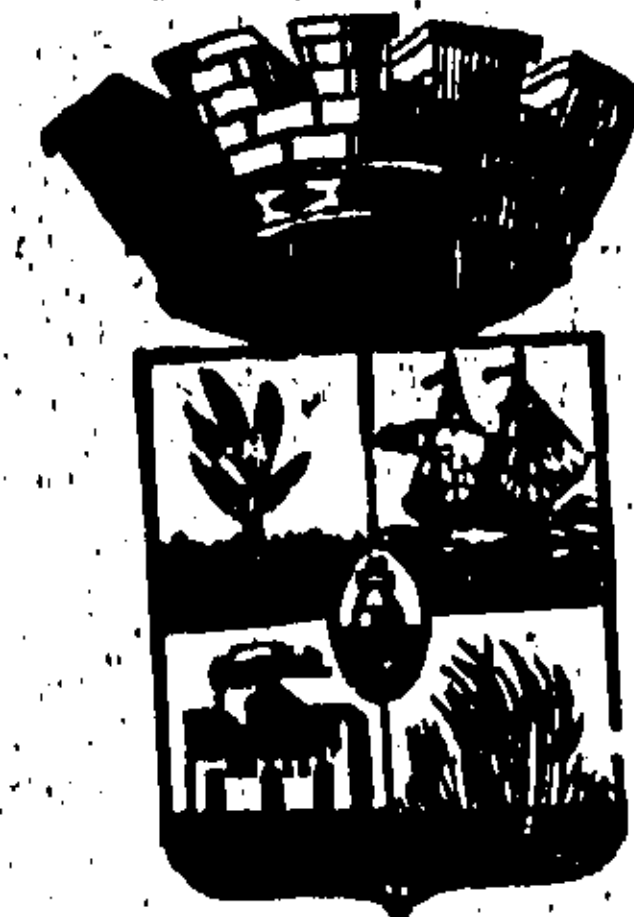
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$125,000 \$250,000	\$2,000,819	Interim of 2 1/2 for account 1900 @ ex 1/9 1/2 — \$22.72	4 % \$990 buyers London 292
National Bank of China, Limited	90,915	£7	£6	£4,000 \$2,200,000	\$30,552	\$2 (London 3/6) for 1900	36 1/2 buyers
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$222,757 \$411,950 \$125,000	none	\$14 for 1907	7 1/2 % \$175 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 307,747 Tls. 118,377	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 % Tls. 215
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$1,000,000 \$209,448 \$109,240 \$68,609	\$2,464,901	Final of 5 1/2 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 % \$850 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	\$1,000,000 \$204,425 \$109,164	\$7,7637	\$12 and bonus \$3 for 1907	7 1/2 % \$232 1/2
FIRE INSURANCE.							
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$438,668 \$11,801	\$175,341	\$6 and bonus \$2 for 1907	7 % \$113 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$438,668 \$11,801	168,711	\$27 for 1907	8 % \$370 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,085	\$2 for 1906	8 1/2 % \$81 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$204,638 \$90,067	Nil.	2 1/2 for year ending 30.6.1908	7 % \$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$12 1/2	\$12 1/2	\$250,000 \$617,500 \$119,367 \$22,645	\$21,790	Interim of 5 1/4 for account 1909	7 1/2 % \$312 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000	£13,755	6 1/2 for 1907 on Preference shares only @ ex 1/10 11/16 = \$3.154	600
do. do. (Deferred)	60,000			£20,000		Final of 2 1/2 for 1908 and interim of 1 1/2 for a/c 1909	7 1/2 % 74 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£20,000	£68,817	\$0.50 for year ending 10.4.1909	4 1/2 % \$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$6,000 \$40,000	\$3,121		3 1/2 % \$15
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$50,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$146 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$235,893	\$3 for 1907	523
Penik Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.12.08	Tls. 330 buyers
Mining.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000	£1,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 184 sales
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£18,289 £4,878	Dr. £2,191	No. 12 of 1/6 = 48 cents	58 1/2 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gos.) & Co., Limited	18,000	\$25	\$25	\$48,000	Dr. 17,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$50,000 \$26,806 \$20,000	\$10,102	None	36 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$88,443 \$221,000	\$145,162	Interim of 5 1/4 for account 1909	12 1/2 % \$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,116	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 % Tls. 761 sales
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 607,357 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 1381 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$24,641	\$1.20 on old and 60 cents on first new issue.	\$272 buyers
Hongkong Hotel Company, Limited	14,000	\$50	\$50	\$68,077 \$14,000	\$10,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	52 1/2 \$431 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$25,000	\$26,475	Interim of 3 1/2 for account 1909	6 1/2 % \$104 sales
Hempshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$221,171 \$43,161	\$5,486	60 cents for 1908	9 1/2 % \$94 sellers
Kowloon Land and Building Company, Limited	5,000	\$50	\$50	none	\$278	5 1/4 for 1908	5 % \$30 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 300,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	11,068	Interim of \$2 for account 1909	8 1/2 % \$43 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	8,820	Tls. 5 for year ended 31.10. 1908	3 1/2 % Tls. 136 1/2
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,919 \$20,000	10,553	50 cents for year ending 31.7.08	6 % \$61 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 75,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8 1/2 %)	11 1/2 % Tls. 89
Loon-king-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	Tls. 111
Soy Choo Cotton Spinning Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 24,172	Tls. 15,911	Tls. 50 for 1906	Tls. 460 sellers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	15 % per share for 1908	9 % \$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	Nil.	\$1.20 or 1908	\$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06	\$61
do. do. special shares	50,000	\$10	\$10	none	\$61,138	80 cents for 1908	8 1/2 % \$61 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000 \$10,000	\$14,07	\$1.30 for year ending 31.7.08	7 1/2 % \$174 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$8,000	\$48	Interim of 3 1/2 cents for account 1909	10 1/2 % \$81 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$18,000	\$3,750	80 cents for year ending 31.12.08	8 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$170	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$195	Interim of \$2 for account 1909	10 1/2 % \$185 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$7,616	Interim of \$1 for account 1909	8 1/2 % \$23 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000	\$8,190	Interim of \$1 for account 1909	7 % Tls. 840 buyers
Matchless, Ltd. (Mitsui Bussan Kaisha, Ltd.)	25,000	Ga. 100	Ga. 100	Tls. 547,500 Tls. 62,971	Tls. 116, 52	Third quarterly of Tls. 12 1/2 for account 1909	6 % \$131 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$1,204	80 cents on fully paid shares and 8 cents on \$2 paid shares for year ending 30.4.09	5 1/2 % \$9 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	\$18,640	None	None
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,830 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 1071 sales
South China Morning Post, Limited	5,000	\$25	\$25	none	Dr. \$56,602	None	\$231 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	7 % \$51
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.03	5 % \$104 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$46,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$121 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$8 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	None
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	Interim of 12 1/2 % for account 1909	16/-
Balgownie Rubber Estate, Limited	20,000	\$12	\$10	\$7,400	\$11,205	25 % for year ending 31.3.09	57 1/2 buyers
Castlefield Rubber Estate, Limited	32,650	£1	£1	none	none	None	\$2/6
Damansara (Selangor) Rubber Co.	110,000	£1	£1	none	£2,220	Final 9 1/2 making 12 1/2 for 1907	65/-
Golconda Malay Rubber Co.	85,000	£1	£1	none	none	None	73/- buyers
Highland & Lowland Para. Rubber Co., (fully paid)	181,454	£1	£1	£8,784	none	15 % for year ending 31.1. 8	nominal 4/- buyers
do. do. (contributory)	123,546	£1	15/-	none	none	None	nominal 67/6 sellers
Kamuning (Perak) Rubber Tin & Co.	950,000	2/-	1/-	none	1,820	3 % for year ending 30.6.08	24/- nominal
do. do. A Shares				none		Interim of 40 % = 9d. for account 1909	\$89 sellers
do. do. B Shares				none		15 % for year ending 31.12.08	53/6
Kuala Lumpur Rubber Co., Limited	105,000	£1	£1	none	none	None	35 1/2 sales
Linggi Plantations, Limited (ordinary)	18,433	£1	£1	none	none	Interim of 30 % for 1909	100/- sellers
do. do. (7 1/2 % pref.)	9,000,000	2/-	2/-	£4,000	none	None	\$720 buyers
Regalia Rubber Company, Limited (ordinary)	23,532	\$10	\$10	none	none	17 % for year 1908	20/- buyers
do. do. (8 1/2 % pref.)	2,400	\$10	\$10	none	\$6,722	15 % for year ending 31.12.08	37/6
Ledbury Rubber Estates Limited	61,400	£1	£1	none	none	None	\$240 buyers
do. do. (contributory)	40,000	£1	7/6	none	none	Interim of 30 % for 1909	20/- buyers
Saggy Rubber Company, Limited	20,000	£1	£1	none	\$1,375	None	37/6
Sandycroft Rubber Company	1,000	\$100	\$100	none	£836	3 % for 1908	\$240 buyers
Sekong Rubber Company, Limited	80,000	£1	12/6	none	none	None	40/- sales
Southern Rubber Estate Limited	65,000	£1	£1	none	none	None	70/-
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	
Sungei Choh Rubber Estate Company, Limited	45,000	£1	15/-	none	£3,448	None	
Sungei Kapar Rubber Company	110,000	£1	£1	none			

Printed and Published by JOHN PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,
No. 2, The Ferry Road, in the City of Victoria, Hongkong.

Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A. Lopez, Regalia G. Pereira, Favoritos A. Lopez, Favoritos A. Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

225]

Denmarks Pride

HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

358

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1900.

[566

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Voeux Road, Central,

Hongkong.

REGRET

You will NEVER if you
VISIT

MOHIDEEN &

THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 1st August, 1900.

[610

AN APPEAL.

THE SUPERIORITY of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Port, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.Gentlemen's Shirts made to order, and Collars
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.
Woolworth and Sons